

SHORTAGE OF HART NOW KNOWN TO BE MORE THAN \$5500

Records and Accounts of Second Circuit Court Are in Chaotic Condition

ESTATES AND TRUSTS LOOTED BY OFFICIAL

Maui County Auditor Admits Books Were Not Experted In Four Years

Though approximately \$5500 of the funds of the second circuit court at Wailuku, Maui, have been checked and missing, it is regarded as unlikely that the entire amount of the shortage in the accounts of Edmund H. Hart, clerk of the court, ever will be ascertained definitely. Hart, it will be remembered, was arrested last week on a charge of embezzlement. He was arraigned before Judge Edings and admitted to bail in the sum of \$2000.

When Judge Edings took office a year ago, Hart renewed his \$2500 bond as clerk, W. T. Robinson and A. Garcia appearing as his surety. While this bond does not cover the amount said to have been disclosed already in shortage, it is thought his former bondsmen may be held for such shortages as may be found in his accounts of dates prior to the acceptance of the present sureties.

ESTATES AND TRUSTS LOOTED

The clerk's bank balance is only \$500 while his cash book shows a balance of approximately \$6100. But much money was handled to him from time to time as administrator of estates, trusteeships and the like, and it is these which cannot be checked with any degree of accuracy. The only manner in which shortages in such accounts can be checked is through claims which may be filed later by persons to whom they are due.

Charles Wilcox, county auditor, who has been engaged the last week in examining Hart's books, says they appear hopelessly tangled. The county supervisors this week set aside a special appropriation of \$1000 to defray the cost of the audit now in progress and A. G. Dickens, a local accountant, is employed in going through the books.

Records in Chaotic Condition

It is found that Hart was far behind in writing up his daily docket of court proceedings, many of the records being no more than memoranda for his own work later. W. S. Chillingworth, the court stenographer, is acting as clerk at present and probably will be named Hart's successor. He is finding much trouble in an effort to bring the record of proceedings up to date because of the chaos Hart left behind him.

The accused man probably will be tried at the March term of circuit court, Judge Edings, because of his official connection in the affair, probably will not preside in the case and a jurist from one of the other islands likely will be called in.

The first of a number of suits which probably will follow in the wake of the disclosure were filed immediately after Hart's arraignment by Attorney Eugene Murphy, seeking to recover certain funds entrusted to the clerk.

County Auditor On Defensive

The arrest of Hart has put County Auditor Wilcox on the defensive. He is quoted as admitting that he has made no audit of the court's accounts in the last three or four years, and a Maui newspaper expresses the opinion that if Hart's bond is found insufficient to meet the total shortage an effort may be made to recover on the auditor's bond.

Wilcox says the laxity on his part is due to the fact that he has never had sufficient assistance in his own office to permit audits of other offices. Moreover, he declares, the law is not specific on the point and it is an open question whether he is required to do the work. He says he endeavored to obtain the passage by the last two legislatures of an act authorizing him to make annual audits of all county officials' accounts and requiring them to render monthly reports to him.

Bill Fails Both Times

The bill failed both times he avers, losing through a pocket veto by Governor Pinkham last spring, the executive giving no reason for withholding action on it.

It is said that a recent order by Judge Edings resulted in the Hart exposure. This order, the story goes, required the court clerk to deposit in bank all funds entrusted to him, making the deposit in the name of the party to whom each belonged. This prevented the clerk from transferring monies received in administration affairs to the court fund, leaving him no alternative but confession of his default.

SEVERAL ROBBERIES COMMITTED IN HILO

Several robberies in the residential district of Hilo the past week have caused a wave of apprehensive indignation to spread over police circles and special patrols have been established over the city. While the opinion in the past has been the robberies were committed by Filipinos, the police are of an opinion that white men of the "wine house" variety are responsible for the crimes, and a movement is on foot to eradicate this class of underables.

BONUSES TO LABORERS

The Kohala Midjet states that Pakoi Lu Plautation paid out \$25,000 recently in bonuses to plantation laborers.

TWO PERSONS KILLED AUTOMOBILE WRECK

Machine Skids, Upsets and Crashes Through Fence, Pinning Occupants Underneath

An automobile accident, which just missed being a fatal one, happened on King street, near Keunomoku, early Sunday morning. An Overland run about driven by H. O. Hurlbut, a machinist, skidded and turned turtle, rolling across the sidewalk and through a fence and bringing up against palm trees bottomside up. Its two occupants were pinned underneath the car.

Passengers in a car which was following the smaller car, seeing the accident, stopped, and with the assistance of persons living nearby, who were brought to the scene by the crash of the breaking fence, extricated Hurlbut and his woman companion from the wreck by lifting the car off of them. They were able to scramble to their feet without assistance and were conveyed to their homes by their rescuers.

Hurlbut, seen at his home yesterday, said that he was not running fast but had speeded up slightly to get ahead of another car which was running along side. The wheels of his machine caught in the car track, which was slippery, and the road being wet from the rain when he tried to get out of the track the car was turned around and the accident followed.

In skidding, the car jammed up against the curb and the force of the impact was heavy enough to turn it over. It then rolled through the fence. Hurlbut had a badly bruised right leg, but no bones were broken. His companion, with whom he had spent the evening at Waikiki beach resort, was entirely uninjured, but badly frightened by the smashup. The little car, which had just been rebuilt by Hurlbut, and which was out for its first trial, was smashed out of nearly all semblance to a car. Passers viewing the wreck yesterday wondered how the machine could have been so completely wrecked and its occupants not killed or badly injured.

A report to the effect that the car was racing with another when the accident occurred is emphatically denied by Hurlbut, who says that at no time was he going more than fifteen miles an hour, except for a few seconds when he was trying to pass around a car ahead of him, which was going slower than he was. On the way in his car was being passed by other cars which were going faster than he was and he was not racing or trying to speed.

SHORTAGE IN RICE BRINGS HIGH PRICE

Increase of 20 Cents in Week Reported; Persia-Maru, Due Today, Has 3500 Bags

Private advices to Japanese merchants of Honolulu say that the T. K. K. steamer Persia-Maru, due from Yokohama today, will have 3500 bags of rice.

Oriental will be glad to hear that, however little it may be, for there has been a shortage of rice here, relieved only in part by 3313 bags that came in the T. K. K. steamer Dairen Maru Tuesday. In fact, the 3313 were snapped up almost immediately, and the hungry ones cried for more.

This situation is similar to that reported from San Francisco. Congestion of freight has existed in the Orient since the withdrawal of Pacific Mail ships—long before that, indeed—relieved lately to some degree by the O. S. K. steamers and by the shipping of San Francisco freight to Seattle and by rail south. In Honolulu there is no such relief by rail.

The T. K. K. steamer Tenyo Maru, due here Monday, is expected to have 8500 bags, which will be enough for the remainder of the month.

Rice is about the only shortage here, whereas California reports a shortage in several lines of foodstuffs. There is plenty of shoyu, Japanese say.

Japanese Crop Is Small
In addition to the scarcity of rice here, prices are high. Honolulu fields cannot supply the demand. The Japanese crop has been smaller than expected a month ago, at the beginning of the harvest, when a big crop was looked for, and the high prices have led farmers to hold their crops as Americans hold their wheat at times.

Interviews with Japanese by the Nippon Jiji show that there has been an increase in price of twenty cents a bag in a week, fifty cents in a month, and that another increase of twenty cents is anticipated by the time the Tenyo Maru arrives.

RECEIVE BOOKINGS FOR KILAUEA TO MAUI RACES

Bookings are being received at the Inter-Island office for the steamer Kilauea, which will make a special trip to Maui for the New Year's races if there are enough passengers offering.

The Kilauea will sail at eleven o'clock in the evening of December 31 for Kahului and will sail from Kahului at eleven o'clock in the evening of January 2, arriving here early the next morning. The round trip cabin fare will be ten dollars, deck five dollars. If the required number of tickets are not sold the charter will be cancelled and all passage money will be returned. Elen P. Low and Angus McPhee are in charge of transportation.

American Marine Small For Great Trade Of Nation

Official Organ of Chamber of Commerce of United States Gives Figures

According to the Nation's Business, the official organ of the Chamber of Commerce of the United States, the American merchant marine comprises 26,701 registries. While this number is large, it was pointed out, the tonnage afforded for the foreign trade of the country is out of all proportion to the amount of trade which is offered for transportation. The publication charges that the principal trouble with the merchant marine is not that it is infinitesimally small, but that it is quite respectable both in number and tonnage, but that it is out of all proportion to the enormous trade of the country. Of the large number of vessels possessing the American registries nearly a half are on the rivers and inland waters of the country.

Seldom See Salt Water

Out of a total of 26,701 registered and licensed vessels there are 8432 motor boats, 500 canal boats and 3221 barges, which never take more than a dip in salt water. There remain some 14,000 vessels for those who go down to the sea in ships.

As a matter of fact it appears that less than 3000 of these ever plow foreign seas. The remaining 11,000 have their life and being in the different waters, fresh and salt, which makes the United States, in one respect, unique. For no other of the leading maritime nations has so extensive a coast line, such inland seas, or such far-reaching river navigation. The western rivers show more than 1832 vessels, aggregating 128,804 tons. There is a great traffic on the lakes—3761 vessels in all, nearly 3,000,000 tons. But even the shipping of the Great Lakes has not that savor of the salt sea which a merchant marine implies, although it offers a totally neglected but unsurpassed wealth of material in men, vessels and cargo.

What Is Coastwise Trade?

What is coastwise trade? It is an anomalous thing. It means trade from one American port to another, which, by the delightful irony of statistics, classes alike the new steam barge which plies between St. Louis and New Orleans with the 10,000-ton ocean steamer which runs between San Francisco, Honolulu and New York.

Consequently, no one seems to know, from authentic data, what part of our coastwise trade might be dignified as a reputable element in the merchant marine of a great nation. It is, therefore, evident—from the survey of the statistics of the American merchant marine—that the figures for the trade on the coasts, which includes adjacent islands, bays and rivers, must cover a swarm of small schooners, steamers, motor boats and barges, as well as ocean steamers.

Therefore, so far as the rest of the world knows the American flag, as seen in foreign trade, our merchant marine consists of thirty-seven steel sailing ships averaging 1600 tons each; 544 wooden sailing vessels averaging 600 tons; 239 wooden steamers averaging 300 tons, and 331 steel steamships averaging 3800 tons. There are also 537 motor boats and 1106 barges.

The large merchant steamers, the class that is fast growing in commerce and of a size and speed to render some assistance as naval auxiliaries, the United States stands third, surpassed only by Great Britain and Germany. But a glance at the grand totals and then at the individual figures for each country reveals a startling situation. It seems that sixty per cent of the big and able steamers of the world are owned by Great Britain and not seven per cent by the United States. Here lies the root of all discouragement as to our merchant marine.

One-Tenth of British

The trade and wealth of the United States has at its disposal only about one-tenth of the shipping facilities available to the British merchant and manufacturer. To carry the bulk of our seaborne commerce we have to rely on the ships of friendly nations.

The estimated result is that every year \$500,000,000 leaves the United States in the form of freight payments for deposit in the coffers of foreign ship owners. Americans not only subscribe to the upkeep, but to the construction of ships of their marine competitors. If the United States is to take its proper place, it must not be content with mere frank—its ranks quite high ahead of France, Italy, Norway and Holland. Americans must have actual commercial sea power in proportion to their trade.

HILO LIKELY TO OPEN TOURIST HEADQUARTERS

Hilo will have a tourist office and information bureau in the near future, if the plans of George H. Vickers, as recommended by the Hilo board of trade, are accepted. His idea is to secure enough funds through popular subscription and a series of entertainments and dances to pay for the construction of a neat office bungalow which could be used as a center for dispersing information as to the sights that are to be seen in and around Hilo and to make it possible for tourists to learn at first hand of where and how to see things.

UNNECESSARY WORDS

Why waste words and advertising space in describing the many merits of merit in Chamberlain's Cough Remedy? The most fastidious are satisfied when we state that it cures colds and coughs from any cause, and that it contains absolutely no narcotics or injurious substances. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

PREPAREDNESS TO PREVENT DREADED MILITARISM RULE

Secretary of War Garrison's Argument For Preparedness, In Report To Wilson

'RIGHT AND WRONG WILL ALWAYS BE IN CONFLICT'

And Right Must Be Well Armed To Prevent Wrong's Triumph, He Declares

Cogent argument in behalf of America's urgent necessity to make greater military preparedness, that a foreign foe may not invade our shores is advanced by the secretary of war, Lindley Garrison, in his report to President Wilson. The estimates he has made and the recommendations in figures, that \$80,000,000 be expended in the next four years, have been told in detail in the press.

Below is given in part the secretary's reasons, as set forth in his report. They are printed here for the first time in Honolulu.

We now come to the consideration of the military policy to be recommended for adoption. It is a matter of great gratification to observe that there is a realizing sense of the necessity of the adoption of a wise and sensible policy. It was inevitable that this should be the result of the consideration of the subject. In a self-governing nation the prime necessity for proper action is to secure the concentrated attention of the people; when they are all thinking about the same thing at the same time, they reach a sound and satisfactory conclusion. This subject is now receiving such concentrated attention, and a wise result will be reached when facts are realized and reason is applied. The only firm foundation is one which rests upon fact, and the only wise guide to conduct is one which proceeds from reason.

"The necessity of a nation having force commensurate with its responsibility is demonstrated by every correct process of reasoning founded upon fact. This is so whether the subject is considered in the light of the philosophy of government or of history. The use of force is the inherent essence of government. The very term itself is explicit—government—the right or power to compel obedience to law. When there is no force to compel such obedience—that is, to govern—THERE is anarchy. Individuals give up the right of unregulated action when they form themselves into or become subject to a government, and the progress and advancement of that which is summed up in the word "civilization" have been made possible solely because of government. Unless the individual is secure in his person and his property, he has neither time nor inclination to devote himself to the cultivation of the mental, moral or spiritual side of his nature. That security is assured to him by government, and government only meet its responsibility of assurance by the possession of sufficient force to secure and preserve it. In our own earlier days the continued progress of the arts of peace was constantly interrupted by the necessity of banding together to prevent destruction by aggression from without. Later, and even after many of our largest cities were established, the individual citizen had to be prepared to protect himself, his family and his property, against the depredations of criminals, until the community organized and prepared a police force sufficient to assure the citizen of protection.

"The identical necessity exists as to the nation. Unless the citizens thereof are assured that they can cultivate the arts of peace behind a barrier of force which will protect them from aggression and secure them in their rights, they are not free to cultivate such arts. Weakness inevitably results in overthrow, as the abundant instances of history demonstrate, both with respect to individuals, cities and nations. The eye that is not diverted will see this, and the mind that is free from prejudice will grasp and understand, the necessity, therefore, to remove obstructions to clear vision and prejudice to clear thinking.

Theory Of Non Resistance

"There are some who do not feel free to base their conduct upon a consideration of facts or conclusions of reason, because of their interpretation of Divine injunction. They do not believe in resistance to physical force, and those whose consciences are so convinced enjoin by the law of its being to use whatever force is necessary to protect the rights of the citizen. Before leaving this, one is impelled to query upon what proper consideration there is based any distinction between the right or necessity or desirability of using mental force to repel error, moral force to repel evil, and physical force to repel wrong? It would seem if reason were applied, that in each instance the situation is identical; and that if we should properly prepare our minds, to be strong so that we can reject error, or our moral characters, to be strong so that we can reject evil, we should likewise make our physical force strong in order that we may maintain the right against those who would physically impose the wrong upon us.

Men Who Mistrust

"There are others among us who are too intelligent and clear-sighted not to see the facts and to realize their significance, but who counsel inaction because they mistrust themselves and the nation. Those to whom I now refer do not believe in the doctrine of non resistance; they do not rest upon the prediction that an evil which has existed since the world began has ceased to exist and been abolished and should not therefore be considered as one to be prepared against; they even point out our potentiality of force, but they counsel upon the expressed fear that if we possess force, we will be induced to use it when we should not. This position ignores certain things which are essential to be maintained, and is based upon certain assumptions which are not justified. It ignores the fact that if nations which possess force are likely to use it when they should not, some nation which has such force is likely to use it against us when it should not. It assumes that our nation may not be trusted with force for fear that it may misuse it. I know of nothing which justifies such an estimate of our people and our nation.

"The eyes of many are blinded to fact and their minds closed to reason by an abhorrence of what they term "militarism," without any actual conception of just what this means or how it should affect the proper consideration of the subject. If by militarism they mean the placing of the military authority, or if they mean that the ordinary processes of government shall in any way be subservient to military authority or influence, no argument is needed to secure unanimity of opinion that this is entirely undesirable but in this country impossible. If they mean, however, that any reasonable, sensible precaution of a military nature is militarism, then they have reached a conclusion without the aid of clear vision or sound reasoning.

"Those who really fear militarism, or more accurately stated, those who dread real militarism, of reasonable preparation. The latter is the preventive of militarism. If they wisely defeat reasonable preparedness, they leave the inevitable result of defeat, humiliation or acute apprehension will be hasty and ill-considered provisions as to armament far beyond anything which calm reason and wise provision would deem necessary.

A Fact Overlooked

"There will also be those who will express regret that the policy heretofore pursued, of lack of proper military precautions, is to be departed from because it has been invaluable as an example to the rest of the world and we should not remedy the lack because we would then cease to be such an example. It should be observed first, in considering this point of view, that it is entirely overlooks the vital and imperative duty to ourselves which requires that we should protect and defend that which we cherish and hold dear. Furthermore, it overlooks the fact that although we have been just the example that they desire throughout the more than a century and a quarter of our existence, the results existing in the world to-day do not warrant the belief that our example has had any beneficial effect.

"There are some who deny taking any precautions or making any preparations of the military power of the nation because they say it will not prevent war but will provoke it. Taking up the last question first, the answer has already been made to this. Men and nations must prepare to meet their necessities; if it is inadvisable to develop strength, we must be prepared to be misused, human nature has indeed reached an impasse. Why should it be presumed that a just man or a just nation will cease to be just because it has the power to be unjust? We must either trust others or trust ourselves.

"As to preparation for war preventing war, that mistakes the position of the sensible advocate of preparedness. It is not asserted that it prevents it, but it is asserted that it tends to prevent it, and in many instances has been demonstrated to have prevented it. The military force prepared by the municipality—that is, the police—does not prevent crime, but it tends to prevent it, and is undoubtedly minimizes the aggressions of the wrong-doer against the lives and property of the right-doer.

"So long as Right and Wrong exists in the world, there will be an inevitable conflict between them. The Right-doers must be prepared to protect and defend the Right against the Wrong. Their preparation will tend to prevent the triumph of Wrong; and in those instances, in which it does not prevent the attempt it can prevent the success of the attempt.

"Somewhat in the same vein is the insistence of those who say 'I will not consent to the Nation having arms until I know against whom it intends to use them.' Identical reasoning would result in saying 'I will not place a club or revolver in the hands of a policeman until he tells me the name of the criminal he intends to use them upon,' or 'I will not agree to prepare fire apparatus unless you point out where the fires are going to be.' Wisdom demands precaution; precaution demands preparation; preparation is against the day of evil from any quarter.

"If the only protection against evil was such as was undertaken after the evil was upon us, there would be constant and steady retrogression in human affairs."

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Rates To Islands May Be Regulated By Shipping Body

Wilson Expected To Recommend Board With Supervision Over Steamship Lines

Details of the plans of the administration for a shipping bill to be urged for passage at this session of congress have been received here by mail, supplementing a former Associated Press despatch to The Advertiser. Resembling Commerce Commission President Wilson is expected to recommend to congress, in connection with the new ship purchase bill, that power be vested in the proposed shipping board to regulate the rates and practices of all steamship lines plying to and from American ports, in much the same manner as the railroads are now regulated by the Interstate Commerce Commission. This would affect every American line to Hawaii.

Plans for the new legislation propose that the shipping board shall consist of the secretary of the navy, the secretary of commerce and three shipping commissioners. The rate-making power to be asked for will cover the rates of foreign as well as domestic steamship lines, and apply to shipments which originate in foreign countries but are destined to points in the United States. Advocates of the President are convinced that such legislation would be constitutional.

Investigating Ocean Rates

The interstate commerce commission has been investigating ocean freight rates at the suggestion of the President, and it is understood to have collected much information which will be used in the expected fight over the ship purchase measure.

Some of this information is said to reveal close relations between rail carriers in the United States and transatlantic steamship companies, particularly in matters connected with through freight shipments from interior points to foreign ports. If power is granted to the shipping board to prescribe reasonable rates for steamship traffic, it probably would include the power to fix, possibly in conjunction with the Interstate Commerce Commission, joint through rates from the interior to ports in other countries.

Connections Advertised

Close connections between steamship and railroad lines are of common knowledge. For example, the Toyo Kisen Kaisha and the Western Pacific are trade allies; the Pacific Mail and the Southern Pacific virtually were incorporated; the Hill liners, Minnesota and Dakota were feeders for the Great Northern; the Omasa Shosen Kaisha operates its transpacific steamers to Seattle in connection with the St. Paul line, the Chicago, Milwaukee and Puget Sound railway, the western extension of the Chicago, Milwaukee and St. Paul; and the Nippon Yusen Kaisha is associated with the Great Northern, Northern Pacific and Chicago, Milwaukee and Puget Sound.

Thurman Drafting Bill

After a series of conferences with Secretary of the Treasury McAdoo, Assistant Secretary of Commerce Sweet and other officials, Secretary of Commerce Redfield has instructed Solicitor Thurman of his department to draft a new ship bill.

"It is our purpose to transmit copies of the bill to the chairman of the senate committee on commerce and the house committee on merchant marine and fisheries," said Secretary Redfield. "The bill is intended to be suggestive only and not to be final. It is designed to be the basis on which Congress may strike in perfecting a new shipping bill."

The bill which is being drafted will provide for the creation of a board of six members, of which the secretary of the navy will be ex officio members. The board will have broad powers. Secretary Redfield said the bill was designed primarily to help to build up the American merchant marine, rather than to furnish auxiliary ships for the navy. He added that ships acquired under the proposed law would be available for service as naval auxiliaries in the event of war.

NEW BLANKS WILL COME IN WILHELMINA'S MAIL

Beginning January 1, new regulations go into effect requiring filing out of special forms on all shipments to and from the islands.

Ten thousand of these blanks have been ordered and are expected in the mail arriving in the Wilhelmina Tuesday. They will be on sale at the custom house at one-half cent each, less, it is believed, that they can be had by private printing.

TAHITI RADIO STATION TO OPEN IN FEW DAYS

Advices from Washington are to the effect that the radio station built by the French government on Tahiti, Society Islands, will be ready to receive and transmit commercial messages before January 1, communication will be established with stations at San Francisco, in Cochinchina, South America, Honolulu, Sydney and even in Martinique and Guadeloupe, West Indies.

INDUSTRIAL SCHOOL BOY WHO ESCAPED IS CAUGHT

Dan Kamaka, one of the ring-leaders of the recent outbreak at the boys' industrial school at Waiwae, who escaped with fifty-one other boys, about a month ago, was arrested yesterday by Probation Officer Anderson and returned to the institution. Kamaka was found at his home in Kahala.

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LETTER CARRIERS FAIL IN EFFORTS TO GET BENEFITS

National Association Decides That Honolulu Members Live in 'Unhealthy Place'

STILL THEY ARE ASKED TO ASSIST DEPENDENTS

Advice of Organization Physician Taken Against Opinions of Leading Medical Experts

The letter carriers of Honolulu are in a quandary. Their appeal for admission to the benefits of the mutual benefit association of the National Association of Letter Carriers has been turned down but they are being asked to render assistance to one of the members of the association who is in ill health.

For several years the local branch of the association has appealed without result to the national association for aid in gaining admission for its members to the Mutual Benefit Association and it appeared as if it would be granted at the annual convention, but the request was turned down.

The question then arose of the refusal of the request is the reason given by the national in denying the local mail carriers the benefit of the mutual association. They hold Hawaii to be an "unhealthy place" in which to live. This is the opinion of the chief medical examiner, Dr. W. A. Armour, who disagrees with the widely expressed opinions of nearly every medical man in the United States who has visited Hawaii.

Insurance Companies Are Liberal

Time was when Hawaii was not so well known as it is at present and the great insurance companies of the United States used to issue life policies with a "tropical zone" clause and charge a higher premium for the risk. In past years, however, this has been done away with and now a resident of Hawaii is insured at the same rate, other things being equal, as a dweller in any of the northern cities of the mainland.

Early this year the promotion committee took up the matter of the fight of the local branch of the letter carriers' association and through its work got the consent of the officers of the national association to work for the Honoluluans. Statistics showing the health of the city and the islands in general were forwarded and from the correspondence had it looked as if the long desired wish was to be granted.

News came recently, however, that the carriers had been turned down again and for the reason that the Hawaiian Islands was a very unhealthy place. That they should be refused the benefits of the aid society and at the same time be expected to assist in the helping of a member of the family of a member of one of the other branches on the mainland does not seem exactly just and without losing heart the work of getting their rights is to be started again and another appeal made for the privileges of the Mutual Benefit Association.

Since the organization of the local branch in this city there has been no death among the members and but very little sickness. The local branch thinks that it is being discriminated against by the national association and that its case already was tried and decided before its last appeal was heard. The carriers feel that the taking of the opinion of one medical man against that of the army and navy surgeons, the medical examiners of the big insurance companies and the vital statistics supplied for consideration, is not giving them a fair show and that they are unjustly being deprived of their rights as members of the national association. The new appeal will go forward very soon.

BULGARS PAY VISITS ALONG BROKER ROW

Early yesterday morning the premises of Harry Arncliffe & Co., 89 Merchant street; the Mercantile Printing Co., 112 Merchant street; and Mrs. Doris Paris, 1110 Fort street, were visited by burglars and looted to the value of \$180 carried away.

The detective bureau is at work on the case but admit that they are at a loss as far as placing their hands on the robbers is concerned.

From the Arncliffe office \$70 in cash and about \$20 in revenue stamps were removed.

As everything worth taking away was locked up in the safe of the Mercantile Printing Company, no loss was sustained by that concern.

Cash and jewelry valued at about \$180 was removed from the establishment of Mrs. Doris Paris.

DEPARTMENT ENGINEER ORDERED FROM STATES

Maj. Robert Raymond has been designated at Washington to proceed to Honolulu and take charge of the corps of engineers here. He will take the position made vacant by the death of Lieutenant Colonel Brownell. It is understood that Major Raymond is in the work of planning the fortifications for the harbor of San Pedro. He graduated from the military academy in 1893 and was made major in 1908.